

SDDC FREIGHT TRAFFIC RULES PUBLICATION NO.4A (MFTRP NO.4A)

*RULES AND ACCESSORIAL GOVERNING THE MOVEMENT
DEPARTMENT OF DEFENSE BULK COMMODITY*

REQUIRING TANK-TRUCK



**HEADQUARTERS
MILITARY SURFACE DEPLOYMENT AND
DISTRIBUTION COMMAND
OPERATIONS CENTER
FORT EUSTIS, VA 23604-1644**

**THIS VERSION INCLUDES ALL REVISIONS
THROUGH 13 OCTOBER 2004**

SDDC FREIGHT TRAFFIC RULES PUBLICATION NO. 4A

(MFTRP NO. 4A)

***RULES AND ACCESSORIAL SERVICES GOVERNING THE MOVEMENT OF
DEPARTMENT OF DEFENSE BULK COMMODITY TRAFFIC
REQUIRING TANK-TRUCK SERVICE***

(SEE ITEM 5 FOR SPECIFIC APPLICATION)

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TABLE OF CHANGES:

*SUBJECT	Effective Date
Original Item (O)	October 16, 1995
New (N)	November 30, 2000
C1	April 1, 1999
C2	May 1, 2000
C3	November 30, 2000
C4	May 3, 2000
C5	June 01, 2001

TABLE OF ITEM CANCELLATIONS:

ITEM	SUBJECT	CANCELLATION DATE
295	Location of Government Installations	November 30, 2000
410	Reference Marks	November 30, 2000
15	Accessorial Services Simplified Tender Filing Procedure	October 13, 2004

SECTION 1

GENERAL APPLICATION AND INSTRUCTIONS

For Explanation of Abbreviations, Definitions, and Reference Marks

See SECTION 3.

ITEM 5 (C5)**PURPOSE AND APPLICATION**

1. The purpose of this publication is to specify the motor transportation service needs of the Department of Defense (DOD) for the movement of its bulk commodity freight traffic which requires tank-truck service; to ensure carriers providing transportation have both the willingness and capability to meet those needs; and to provide standardization necessary for achieving a fully automated system for routing and rating DOD freight traffic. Movements for the United States Coast Guard (USCG) are also covered by this publication. References throughout this publication to the DOD shall be understood to include the USCG.
2. The rules and accessorial services contained in this publication govern the freight services of all carriers doing business with DOD. The rules and accessorial charges shall apply to DOD shipments in intrastate commerce and shipments from, to, or between those points in the continental United States (CONUS), and from, to, or between points in CONUS and points in Alaska and/or Canada which are specified in the individual DOD Standard Tenders of Freight Service (Tenders), MT Form 364-R, filed with SDDC, except for those rates and services covering the movement of Guaranteed Traffic.
3. When rules, regulations, charges or other provisions provided by SDDC in specific publications, including Guaranteed Traffic Solicitations, differ from or conflict with the provisions of this publication, the provisions contained in the specific publication or solicitation will apply, but only to the specific movements named therein. **Effective March 1, 1996, Guaranteed Traffic bulk commodity shipments will be governed by SDDC Guaranteed Traffic Rules Publication No. 50.**
4. Carriers must independently establish their own level of accessorial charges, for each accessorial service, by inserting in Item 2, Section F, of their tenders, the accessorial service code(s) and charges which will apply to the movements covered by each tender. See ITEM 10, HOW TO USE THIS PUBLICATION.

ITEM 10**HOW TO USE THIS PUBLICATION**

1. The rules contained in this publication are divided into three sections: Section 1 - General Application and Instructions, Section 2 - General Rules, and Section 3 - Explanation of Abbreviations, Definitions, and Reference Marks.
2. Except as otherwise provided, this publication is to be used solely in conjunction with the DOD Standard Tender of Freight Services (Tender), MT Form 364-R. Either the manual form or the electronic data interchange form (DOD 602 Convention for voluntary freight tenders) can be used to file bulk commodity rates. In order to be considered for DOD routing, carriers must show this publication (MFTRP NO. 4A) as a governing publication in Section B of their tenders. Tenders may not be made subject to any other publication for application of the rates and charges therein, except as otherwise provided in individual items in this publication.
3. Carriers must enter, in Item 2, Section F of the tender, those accessorial services which they are willing and able to provide. To support the DOD electronic data interchange (EDI) capabilities, three-character ANSI Accredited Standards Committee (ASC) accessorial service codes* will be used. This will be done by entering the three-character ANSI code (which immediately follows the title of each optional rule) and the sub-item code for each charge under the "Service" column in Section F of the tender. Opposite each service code and sub-item charge code entered, the carrier will then enter, under the "Charge" and/or "Minimum Charge/Wt." column, the charge for that service.

ITEM 10 (Continued)

* See ITEM 402.

a. When a rule provides for more than one charge, a separate charge figure must be given for each sub-item charge code in the rule. For example, if a carrier wishes to provide Redelivery (RCL*), the following information would be shown in Item 2, Section F, of the carrier tender:

<u>SERVICE</u>	<u>CHARGE</u>
<u>R C L 1</u>	\$ <u>0 0 0 1 . 5 0</u>
<u>R C L 2</u>	\$ <u>0 0 5 0 . 0 0</u>

b. When a carrier charges for a service and a three-character ANSI code* and sub-item charge number is entered under the "Service" column, the opposite six-character field under the "Charge" or "Minimum Charge/Wt." column must be filled in, using only those spaces to the left of the decimal point necessary to express the charge. Unused spaces in the character field will be filled in with leading zeros. Entries in the "Minimum Charge" or "Minimum Charge/Wt." column will be completed in the same manner when authorized in individual rules.

c. Rules whose titles are not followed by a three-character ANSI code do not contain accessorial charges. These rules are not optional but are binding on all carriers subject to this publication.

3. Except as otherwise provided in this rule, when a carrier elects to provide an optional service (designated by codes listed in ITEM 402), all of the service charges must be shown in Item 2 of Section F. Charges must be stated as indicated in the optional service rule, e.g., cents or dollars.

4. The optional accessorial service rules in this publication identify the application of the charges, minimum charges, etc., as applying per mile, per shipment, etc. This application cannot be changed.

5. Carriers may optionally offer any accessorial service contained in Section 2 of this publication without charge.

a. Carriers wishing to furnish all of the services described in an individual accessorial service rule without charge, will enter in Section F(2) of the tender, the standard three-character ANSI code* for that accessorial service in the "Service" field. All spaces to the immediate right under the "Charge" and "Minimum Charge/Wt." columns will be filled with zeros.

b. In some accessorial service rules, e.g., ITEM 265, DETENTION: VEHICLES WITHOUT POWER UNITS (DET*), more than one entry in Section F(2) is required in order to state all charges applicable to the service. If, for example, a carrier wishes to waive only the detention charges applicable for each of the first and second 24-hour periods (DET1), Section F(2) would be completed as follows: First enter DET1 in the "Service" column, and fill those spaces to the immediate right under the "Charge" column with "zeros." Then, enter the appropriate charges for DET2 and DET3 in the "Charge" column.

* See ITEM 402.

ITEM 20 (C4)**ALTERNATION OF RATES - DOD TENDERS**
(Not applicable to Guaranteed Traffic Tenders)

1. Tender rates/charges (regardless of rate qualifier) applying between the same points of origin and destination will alternate to produce the lowest charge to the DOD.
2. Rates pertaining to a specific commodity will not alternate with FAK rates; the specific commodity rates shall apply.

ITEM 25 (C3)**AMENDING THIS PUBLICATION**

1. This publication will be amended from time to time on an “as-needed” basis.
2. Changes (other than those correcting typographical errors, page layouts, etc.) to this publication will be publicized in writing using at least one of the following methods:
 - a. Announcement in the Federal Register
 - b. Automated announcement by fax to carriers. (SDDC maintains a database of carrier fax numbers. Carriers are encouraged to provide updated fax numbers to SDDC Customer Service at 800-526-1465.)
 - c. Postings to SDDC’s website
3. Federal Register announcements are available by doing an online search at:

www.nara.gov/fedreg
4. Each amended ITEM will bear its most recent change number in its title line and in the table of contents. The dates of each change to the original edition will appear in the Table of Contents and in ITEM 1015. See ITEM 1015 for details. Change numbers refer to ITEM numbers, not page numbers.
5. The latest version of this publication will be available on SDDC’s website:

www.SDDC.army.mil/freight/rules

The right side of the footer on each page (except the cover sheet of each Section) will give the effective date. The left side of all but the Original Edition will read: Includes Changes through Change _____. The footers will thus appear as follows:

Includes Changes through Change _____ [#] _____	Effective: _____, 20____
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6. Each Section will have a separate page numbering system, e.g. Page 2-3 indicates the third page of Section 2. Changes in any particular section which are of sufficient length to affect page numbering will result in the renumbering of the pages from the affected page until the end of the section. Readers who maintain a hardcopy of this publication are therefore advised to, at a minimum, download, print, and replace all renumbered pages accordingly.
7. Suggestions for amendments to this and other SDDC Freight Rules Publications may be sent by any interested party to SDDC. For this purpose, SDDC has developed a “Rules Feedback” form, which can be found (and completed) online at:

SDDC.army.mil/rules/feedback

8. Dispute Resolutions may be sent to SDDC via e-mail to:

CostQuestions@sddc.army.mil

ITEM 30**CARGO LIABILITY** (see NOTE)

Shipments of bulk commodities in tank-truck or tank-trailer service will not be subject to released value rates. Carriers will be subject to full common carrier liability.

NOTE: See ITEM 290, INSURANCE - CARGO/LIABILITY.

ITEM 35**COMMODITY AND EQUIPMENT CODES AND RATE QUALIFIERS**

1. Carriers submitting a DOD tender for the movement of bulk DOD unique commodities in tank-truck service will use only Rate Qualifier "PG" (per gallon) in Section D, or Rate Qualifiers "PG" or "PY" (per gallon per mile) in Tables B or E of Section E. Tenders naming other rate qualifiers are subject to rejection.

2. Carriers of bulk petroleum products must use the following commodity descriptions and DOD unique codes listed below. **These DOD unique codes will no longer apply to bulk shipments made under the Guaranteed Traffic (GT) Program after February 29, 1996. Effective March 1, 1996, GT bulk commodity shipments will be governed by SDDC Guaranteed Traffic Rules Publication No. 50.**

Commodity Description	Motor
Gasoline/gasohol, automotive	999915 sub-01
Gasoline, aviation	999915 sub-02
Kerosene	999915 sub-03
Turbine fuel, aviation, other than JP-4, 5, 7, 8, 10, and JPTS	999915 sub-04
Diesel fuel	999915 sub-05
Fuel oil, burner	999915 sub-06
Lubricating oil	999915 sub-07
Turbine fuel, aviation, JP-4	999915 sub-08
Turbine fuel, aviation, JP-5	999915 sub-09
Turbine fuel, aviation, JP-7	999915 sub-10
Turbine fuel, aviation, JP-8	999915 sub-11
Turbine fuel, aviation, JP-10	999915 sub-12
Turbine fuel, aviation, JPTS	999915 sub-13

All minimums will be stated in gallons only.

3. For all commodities other than petroleum products in tank-truck service, carriers will use the description and commodity code in the National Motor Freight Classification, e.g., "Item 050070 (anti-freezing compound).

4. Only equipment codes AT1 and/or AT2 will be entered in item 13, Section A, of the DOD tender.

ITEM 40 (C2)**DISTRIBUTION OF TENDERS**

1. The submission and distribution of tenders (including supplements) for the movement of DOD bulk commodity shipments will be accomplished in accordance with the following procedures:

- a. Manual Tenders: The carrier will mail or deliver 2 signed and 1 unsigned copies of the tender to:

SDDC-OPERATION CENTER
ATTN: MTDC-OPCT
Building 661, Second Floor
Sheppard Place
Fort Eustis, VA 23604-5000

b. Electronic Tenders: No manual copies are required from carrier. Carrier must have a signed Trading Partner Agreement on file to replace the signature copy required in manual environment.

2. Subsequent to receipt and examination of the tender, SDDC will assign to the tender a distribution number and date and will mail back to the carrier one copy of the tender imprinted with the assigned distribution number and date. An electronic administrative message (DOD 994 Convention for receiving acceptance/rejection notice) will be sent to the carrier for each electronically transmitted tender which will show the distribution number if accepted or a reason for rejection.

ITEM 45**FRACTIONS**

Fractions of a cent resulting from the application of a carrier's independently-established rates and accessorial charges, shown in Sections D, E, and F of their tender, shall be disposed of as follows:

- a. Fractions of less than one-half of one cent shall be omitted.
- b. Fractions equal to or greater than one-half of one cent shall be increased to the next whole cent.

ITEM 50 (C1)**GOVERNING PUBLICATIONS**

The following publications (and successive issues thereof) shall be considered as part of this publication and will not be listed in Section B of the DOD tender, unless otherwise specified in individual items of this publication.

a. National Motor Freight Classification (NMFC), Tariff ICC NMF 100-series, published by the National Motor Freight Traffic Association, Inc., Agent, 2200 Mill Road, Alexandria, VA 22314-4677, 1-800-282-5463 or 703-838-1822. (Commodity item numbers and descriptions only).

b. The official mileage guide for DoD is the Defense Table of Official Distances (DTOD) (commercially known as PC*Miler). Mileage will be based on the DTOD version in effect on the date of shipment pickup. SDDC will use mileage computed by DTOD for cost evaluation and carrier selection. Information pertaining to the current version of DTOD can be found on the Internet at DTOD-SDDC.BELVOIR.ARMY.MIL. DTOD mileages apply to all DoD bulk commodity shipments made on or after April 1, 1999.

c. ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American Trucking Association, Agent, 2200 Mill Road, Alexandria, VA 22314, 1-800-282-5463.

d. Continental Directory of Standard Point Location Codes (SPLC), ICC NMF 102-series, published by the National Motor Freight Traffic Association, Inc., Agent, 2200 Mill Road, Alexandria, VA 22314, 703-838-1829.

e. Directory of Standard Multi-Modal Carrier and Tariff Agents Codes (SCAC/STAC), ICC NMF 101-Series, published by the National Motor Freight Traffic Association, Inc., Agent.

f. Code of Federal Regulations Title 49, and, for intrastate shipments, state and local rules.

g. SDDC Standard Tender Instruction Publication No. 364.

ITEM 55 (C3)**SERVICES NOT OTHERWISE SPECIFIED**

When carriers perform services that are required for the normal movement of freight shipments and such services are neither identified in this rules publication nor covered by the carriers tender, the charges for those services will be negotiated with the carrier by SDDC and/or the TO. Rates published in carrier tariffs and/or other carrier publications will not apply.

ITEM 60 (C3)**STANDARD POINT LOCATION CODES**

1. Tenders submitted by carriers showing the Standard Point Location Code (SPLC) of a city, with its corresponding narrative information, will be applicable to all DOD installations and other consignors within the corporate limits of that city. Those SPLC's applicable to the corporate limits of all cities, consist of 6-numbers only, but in entering these SPLC's in the DOD tender the 6-numbers must be followed by 3-zeros to complete the entire 9-position SPLC field.

2. Carriers wishing to serve only one activity (whether within or outside the corporate limits of a city) must use the 9-position specific DOD installation SPLC and corresponding narrative information for that activity.

3. When the 9-position installation SPLC is used in a tender, that tender will apply even if the SPLC and narrative information shown on the BL cover the city in which the installation is located or the installation's U.S. postal delivery address.

4. Government installations named in the origin or destination blocks of the BL will be recognized as the intended origin or destination, regardless of any conflict with a post office address. Transportation charges will apply from or to the installation

origin or destination points designated, regardless of the location of the receiving or shipping facilities within the installation boundaries.

SECTION 2
GENERAL RULES

For Explanation of Abbreviations, Definitions, and Reference Marks

See Section 3

ITEM 200 (C3) ACCESSORIAL SERVICES REQUESTED BY CONSIGNEE/CONSIGNOR

1. All motor accessorial services used in this publication are listed in ITEM 402. Each accessorial service is described in the ITEM in which its three-character ANSI code appears in the title. With the exception of single-factor charges (e.g. Spot Bid), charge for each accessorial service are payable in addition to the linehaul charges, provided:

a. The Shipper or other authorized official has requested the service by clearly and specifically annotating the BL (or if omitted, by retroactively using PowerTrack eBill); and

b. The carrier actually provided the service

2. Charges for accessorial services described in ITEMS 260, 265, 315, 335, 360, and 370 will be chargeable to the appropriation and allotment designated by the military department or Government agency which has jurisdiction over the local activity where the charges actually accrued. Carriers will submit all invoices for these charges to the Transportation Officer at the local activity involved. Requests for payment of these charges will be made through the PowerTrack eBill process.

3. When filing tenders, carriers may offer all, some, or none of the accessorial services described in this publication. If a carrier offers an accessorial service, the relevant ITEM (i.e. the one containing the three-character accessorial code in its title) is binding. An ITEM in which no three-character ANSI codes appear in its title is always binding.

ITEM 205 (C2) ACCIDENTS, ASTRAY FREIGHT, AND EMERGENCY/NONEMERGENCY NOTIFICATIONS

1. The following toll-free (800) Astray Freight and HOTLINE telephone numbers are for commercial transportation notification only. These numbers are to be used for reporting:

a. The holding of DOD shipments which cannot be delivered because the consignor or consignee cannot be adequately identified (astray freight).

b. Intransit accidents, incidents, delays, or other emergencies involving DOD shipments.

2. Carriers transporting fuel for the Defense Fuel Supply Center (DFSC) shall contact the following numbers to report:

a. Astray Freight or Other Nonemergency Notifications.

Astray Freight & Cargo National HOTLINE 1-800-631-0434

b. Hazardous Materials Accidents/Incidents. Contact the Hazardous Materials HOTLINE, Defense General Supply Center, Richmond, VA:

Hazardous Materials National HOTLINE 1-800-851-8061
(Richmond, VA)

ITEM 205 (continued)

3. Carriers transporting non-DFSC traffic shall call the following toll-free to report:

Problem	Telephone Number (Toll-Free)
Astray Freight or other nonemergency notifications	1-800-631-0434
Accidents, incidents, delays, or other emergencies	1-800-524-0331
Non-explosive hazardous cargo emergency response guidance	1-800-851-8061

4. Additional information on the identifying and forwarding of astray freight is available at SDDC's web site at:

www.SDDC.army.mil/freight/astay

5. Carriers unable to obtain forwarding instructions from the sources listed above shall notify the transportation officer at the military installation nearest the carrier terminal where the astray freight is being held.

a. The transportation officer will, if possible, develop and furnish the carrier with proper forwarding instructions.

b. Containers without identifying marks or those bearing conflicting marks shall be opened by the transportation officer with the prior approval of the carrier and in the presence of the carrier's authorized representative.

6. Pending the determination of final disposition, carrier may give possession of astray freight, identified as Government property, to the local transportation officer. A receipt will be given the carrier and the Transportation Discrepancy Report System (TDRS) (SF 361) will be implemented. If the freight is subsequently returned to the carrier for forwarding to the correct destination, the receipt given the carrier shall be canceled.

ITEM 210**ADVANCE LOADING SERVICE (ADL*)**

1. When requested by consignor, and annotated on the bill of lading, that vehicle(s) will be held in carrier's possession after completion of loading, at a place other than point of pick up or delivery, and not dispatched for immediate line-haul transportation, the following conditions and charges will apply:

a. Computation of time will commence when the loaded vehicle arrives at the location where it is to be held and will continue until such time as the loaded vehicle is released by consignor for line-haul transportation.

b. Each loaded vehicle will be allowed 12 hours of free time.

c. Each vehicle in carrier's possession after the expiration of free time will be subject to a charge of ADL(1) \$ _____ per 24 hour period, or fraction thereof, until released.

* See ITEM 402.

ITEM 210 (continued)

d. If in the performance of the advance loading service, the carrier is required to travel any miles in excess of the miles which would have been traveled if carrier's vehicle had proceeded immediately from loading point to destination, each excess mile will be subject to a charge of ADL(2) \$ ____ per mile. Excess miles will be the difference between the short route mileage from point of loading to point of unloading, versus the short route mileage from point of loading to carrier's holding point, plus the short route mileage from holding point to point of unloading. When the holding point is within the same specific 9-digit SPLC area as the origin or destination, excess mileage charges will not apply. All mileages will be determined according to the governing mileage guide. (See ITEM 50, GOVERNING PUBLICATIONS, NOTE.)

e. Application.

(1). Charges determined under this item will be in addition to all other applicable charges.

(2) Vehicles held in carrier's possession after completion of loading for advanced loading services will not be subject to storage charges in ITEM 360 or detention of vehicle provisions in ITEMS 260 and 265.

ITEM 215 (C3)**ADVANCING CHARGES (045*)**

1. Carriers shall advance, for subsequent collection from the Government, the lawful charges incurred for special permits, bonds, highway tolls, or fees required by state or other governmental authority for transportation of a shipment, which because of its weight or hazardous nature requires the securing of such for movement over the streets or highways.

2. The charges of the carrier for advancing monies as described above shall be up to 045(1) \$_____ for each such advancement.

3. The carrier shall submit an eBill through PowerTrack for payment. The eBill must include the following information:

Advancing Charges 045(1):

Permits:	\$ _____
Bonds:	\$ _____
Tolls:	\$ _____
Telephone:	\$ _____
Miscellaneous:	\$ _____ (define all miscellaneous costs)

3. Collection from the Government shall be supported by documentary evidence that the carrier actually incurred and advanced the charges claimed. Lawful charges for service listed in paragraph 2 above which are incurred and advanced by the carrier will be identified on the eBill submitted via PowerTrack to the TO. Documentary evidence that the charges claimed were actually incurred and advanced will be maintained by the carrier for audit purposes.

* See ITEM 402.

ITEM 220**ALLOWANCES (SPA*)**
(For use of other than carrier-owned tank)

An allowance, as provided below, will be made by the carrier when a tank semi-trailer is provided by the DOD consignor:

- a. An allowance of SPA(1) \$_____ per round trip, from point of origin to destination and return, will be shown on the freight bill submitted to the Government and will be subtracted from line-haul transportation charges due the carrier.
- b. Carrier will indemnify the DOD consignor for providing the tank vehicle against all liability resulting from the possession, operation, and use of such equipment by the carrier, except the liability resulting from defects in such equipment.
- c. The semi-trailer shall be returned to the consignor in as good condition as at the time it was accepted by the carrier or its agent, ordinary wear and tear excepted.
- d. When a tank vehicle not provided by the carrier is being used to transport a load, and through no fault of the carrier, such equipment causes a delay of the carrier's power vehicle, all such delay in excess of two hours for loading/unloading will be charged for as provided for in ITEM 260, DETENTION: VEHICLES WITH POWER UNITS, with no further free time being allowed.

* See ITEM 402.

ITEM 223 (N)**ELECTRONIC**
COMMERCE/ELECTRONIC DATA
INTERCHANGE

1. Electronic Commerce (EC) is the electronic exchange of routine business documents between trading partners. Electronic Data Interchange (EDI) is a type of EC. EDI is the computer-to-computer exchange of routine business documents in machine-readable form. EDI utilizes publicly-defined standards of the American National Standards Institute (ANSI).
2. To participate in the DOD EC/EDI program, all commercial trading partners (e.g. carriers, vendors) must execute an EC/EDI Trading Partner Agreement and comply with applicable instructions, standards, and conventions. The EC/EDI Trading Partner Guide for Defense Transportation is available under "Freight Transportation" on SDDC's website at:

www.SDDC.army.mil

DOD EDI implementation conventions are available at:

<http://www.lmi.org/lmi/dtedi>

3. Participation in the EDI program requires compliance with published ANSI Accredited Standards Committee X12 standards and DOD EDI implementation conventions when electronically exchanging transportation or transportation-related data with DOD transportation components or their agents. The commercial EDI trading partner must be capable of:
 - a. Electronically exchanging shipment, rate, and award information:
 - b. Securing freight payment services for the DOD using the value-added US Bank PowerTrack service:
 - c. Receiving Electronic Funds Transfer (EFT); and
 - d. Providing delivery and/or shipment status reports to PowerTrack and/or US TRANSCOM (or its component commands) through DOD's EC Infrastructure.

4. Commercial vendors/carriers who exchange EDI transactions with DOD transportation components or their agents may exchange business data through third-party value-added-networks (VANs) which must be compatible with the DOD system or DOD's ECI.

5. In compliance with the National Debt Reduction Act, all vendors wishing to do business with the DOD or receive payments for goods or services must be registered in the Central Contractor Register (CCR). Further information on CCR registration is available at:

<http://ccr.edi.disa.mil/ccragent/plsql/ccr.welcome>

6. Points of Contact:

a. For information pertaining to CCR/TPA, call 703-428-2915, or write:

HQ SDDC
Office of the Deputy Chief of Staff for Information Management
ATTN: MTIM-I (EC/EDI Coordinator)
200 Stovall Street (Hoffman II Building)
Alexandria, VA 22332-5000

b. For information about Tender submission by Electronic Data Interchange, call 703-428-2143, or write:

HQ SDDC
Automation Systems Team
Ms. Eunice Anderson
200 Stovall Street (Hoffman II Building)
Alexandria, VA 22332-5000

ITEM 224 (N)**ELECTRONIC SPOT BID APPLICATION**

1. The single-factor charge for Spot Bid shipments includes both the line haul and all required accessorial/protective services identified by the shipper at the time of solicitation. This single-factor charge does not alternate with any other rates or tenders. This non-alternation for Spot Bid takes precedence over any alternation rule found elsewhere in this publication.

2. If a requirement for any additional accessorial/protective service(s) is identified:

a. After solicitation but before pickup: the solicitation (and award, if applicable) will be cancelled, and the shipment resolicited to include the additional services.

b. During/after pickup: the charges for the additional requirements will be negotiated with the carrier by SDDC and/or the TO. A basis for comparison for such negotiations may be rates on file for accessorial/protective services shown in current approved carrier voluntary tenders.

3. If the need for fewer accessorial/protective services is identified after solicitation but before pickup, DOD reserves the right to cancel the award and resolicit the shipment based on the new requirements.

4. The rules in this publication will apply to shipments awarded via the Electronic Spot Bid process.

5. Spot Bids will be processed through the Surface Deployment & Distribution Command (SDDC) on behalf of those TOs who are unable to do so.

6. Shipments covered by Guaranteed Traffic will not be offered for Spot Bid.

ITEM 225 (C3)**POWERTRACK**

1. PowerTrack is an electronic freight transaction tracking and payment system that eliminates the paperwork traditionally associated with transportation processes. Its many features include rapid payment, capturing of freight data, streamlining freight accounting, and simplified billing procedures. The Secretary of Defense has mandated the use of PowerTrack for most procurements of DOD transportation, including all procurements covered by this publication. Therefore, effective November 30, 2000, carriers, even if otherwise qualified, which are not PowerTrack certified will not be eligible to carry any DOD freight which is subject to the rules of this publication.
2. When discrepancies arise which affect freight payments, PowerTrack provides online tools to enable a quick resolution of any disputed charges. In particular, PowerTrack's eBill process can be used for adjustments to various freight charges (e.g. accessorial, detention, demurrage).
3. Payment of charges for transportation services shall be made only upon completion of the services as evidenced by the carrier or the carrier's agent's certification of delivery at destination. Such certification shall be made electronically using PowerTrack, and shall not be made until the shipment has actually been delivered. Any certification of delivery prior to actual delivery could result in the disqualification or disbarment of the carrier from government transportation programs and procurements.
4. Carriers wishing to become PowerTrack certified should contact US Bank at 612-973-6597 or 1-800-417-1844 as soon as possible. Additional information on PowerTrack is available at:

www.usbank.com/powertrack

5. This publication presupposes the use of PowerTrack, and its language is based on PowerTrack procedures. Nonetheless, in some locations PowerTrack may not yet be available. In such cases only, paper GBLs may continue to be used for a limited time pending installation of PowerTrack at those locations, and the PowerTrack procedures described in this publication will not apply.

ITEM 230**CARRIER EQUIPMENT**

1. Carrier shall furnish a tank vehicle(s) to safely transport the bulk cargo for which the consignor has requested transportation. Carrier shall be responsible for closing and securing all hatches and valves.
2. Each tank vehicle shall have a clean interior, free of product odor, substantially lint free and completely dry, unless tank has previously contained a compatible product. All valves, including pop valve, will be clean. All gaskets will provide a leak proof seal and must be product odor and contamination free. Tank and all connections will be leak free.
3. Each tank vehicle will have a clean exterior, free of any residual material but not stain free or comparable in appearance with the tank interior. Hose tubes and bumpers will be clean and product odor free.
4. Carrier will furnish hose when required to accomplish pickup and/or delivery. If the type of hose required is other than Chem-Solv, Stainless Steel, Teflon, or Vitron, carrier will provide up to 36 feet of hose at no additional charge. If over 36 feet of hose is required, carrier will bill the Government for the excess hose according to ITEM 280. If the type of hose required is Chem-Solv, Stainless Steel, Teflon, or Vitron, carrier will bill the Government for all hose according to ITEM 280.
5. Equipment furnished for loading may be rejected by the consignor if, upon inspection, such equipment is considered unfit for the required transportation. Rejected equipment will not be subject to charges in ITEM 370, VEHICLES FURNISHED BUT NOT USED.
6. If carrier furnishes a vehicle with more equipment or greater capacity than the consignor required, it shall be furnished at the carrier's convenience and without additional cost to the Government.

ITEM 235**CARRIER SAFETY RATINGS**

1. Military Traffic Management Command (SDDC) will not do business with intrastate or interstate carriers that have "unsatisfactory" safety ratings assigned by the Office of Motor Carrier Safety (OMCS), Department of Transportation (DOT).
2. Carriers with a rating other than satisfactory will be placed in nonuse status in accordance with Procedure for Disqualifying and Placing Carriers in Nonuse (SDDCR 15-1) and will remain in nonuse until their safety rating is upgraded to "satisfactory". The carrier is responsible for arranging a reaudit by OMCS, DOT and notifying SDDC of the upgrading of its safety rating to "satisfactory." Upon verification of the "satisfactory" rating, the carrier's nonuse status will be lifted by SDDC.

ITEM 240 (C1)**CIRCUITOUS ROUTING (CTR)** (see Note)

1. When rates are based on distances, carrier charges for shipments requiring special permits (e.g., overdimensional/overweight, etc.) will be based only on the DTOD "practical" mileage calculation.
2. When rates are assessed on other than distance, and the out-of-route mileage mandated by law/regulation or required by shipper exceeds the short mileage route, all mileage in excess will be subject to a charge of CTR(1) \$1.10 per mile, in addition to all other charges.
3. When circuitous routing is used for carrier convenience, charges shall be based on the shortest route mileage determined from the governing mileage guide, regardless of the mileage actually traveled.

NOTE: See ITEM 50, GOVERNING PUBLICATIONS, Paragraph b.

ITEM 245**CLAIMS**

Carriers will process U.S. Government claims for loss, damage, overcharge and duplicate payment as prescribed by the Interstate Commerce Commission and published in Parts 1005 and 1008, Title 49, of the Code of Federal Regulations; and, published in Parts 101-41, Title 41, of the Code of Federal Regulations as applicable to U.S. Government.

ITEM 250**CLEANING (CLN*)**

When the U.S. Government, for its own convenience and through no fault of the carrier, requests additional cleaning service, the charge will be CLN(1) \$_____ per vehicle unit cleaned. This charge applies only when the consignor annotates the BL: "Additional Cleaning Requested."

* See ITEM 402.

ITEM 255 (C2)**COMPUTATION OF FREIGHT CHARGES**

1. Except as provided in paragraph 2, freight charges in DOD tenders governed by this publication will be the greater of:

- a. The amount computed by multiplying the carrier's rate by the minimum gallonage stated in the carrier's applicable tender, or
- b. The amount computed by multiplying the carrier's rate by the temperature-corrected gallonage placed in the vehicle at the time of loading. Temperature-corrected gallonage is defined as the volume correction to gallons at 60 degrees Fahrenheit (sometimes referred to as ``net volume'') and will be determined by the loading facility through either the use of temperature-compensating meters or by manual conversion in accordance with the appropriate tables in the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS)."
2. Exception: See ITEM 305, MINIMUM LOADS/GALLONS.

ITEM 260**DETENTION WITH POWER UNIT (DEP*)** (See Notes 1 and 2)

1. Consignor will schedule equipment for loading 24 hours in advance, when practical. Loading and unloading will be performed according to the consignor and consignee schedules. Any carrier deviation from the schedule, such as presenting more trailers to load or unload than the consignor or consignee can accommodate, will be considered an operational convenience of the carrier and not subject to any detention charge.
2. Carriers will allow the free time period of 2 hours to load or unload commodities in bulk. Free time shall begin from the time carrier employee notifies a responsible representative of the consignor or consignee that the vehicle is available and ready for loading or unloading, when it is within the consignor's or consignee's normal operating hours or acceptance hours, as annotated on the bill of lading. The computation of time is to be made within the normal business (shipping) day at the designated premises at the place of pickup or delivery, except if a carrier or its representative is permitted to work beyond this period, that working time shall also be included. When loading or unloading is not completed at the end of the day, time will be resumed at the beginning of the next workday, or when work the next day is actually begun by the carrier or its representative, if earlier.
3. When carrier vehicle with power unit (tractor-trailer combination) is delayed or detained for loading or unloading on the premises of consignor, consignee, or other premises approved by them, and the delay or detainment is attributable to the consignor or consignee, the shipment being loaded or unloaded will be subject to a charge of DEP(1) \$_____ for each hour, or fraction thereof, that the vehicle is delayed beyond the allowable free time, until released by the consignor or consignee.
4. This rule will also apply when consignor or consignee requires that the tractor be disconnected from the tank trailer during loading or unloading and parked elsewhere on the consignor's or consignee's premises; or when consignor or consignee directs that the tank trailer be left overnight and the tractor be parked overnight and the tractor be parked at other than consignor's or consignee's premises.

* See ITEM 402.

NOTE 1 : Not applicable to vehicles held under ITEM 210, ADVANCE LOADING SERVICE.

NOTE 2: See ITEM 200, ACESSORIAL SERVICES REQUESTED BY CONSIGNEE/CONSIGNOR.

ITEM 265**DETENTION: VEHICLES WITHOUT POWER UNITS (DET*)** (See Notes 1 and 2)

Subject to the availability of equipment and carrier's approval, carriers may spot tank vehicles without power units (empty or loaded trailers) for loading or unloading on the premises of the consignor or consignee, or on other premises they have designated. When such vehicles are delayed or detained, and the delay is attributed to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded will be subject to the following provisions:

a. Free Time.

(1) Trailers spotted for loading or unloading will be allowed 24 hours of free time for loading/unloading, which will commence when the trailer is spotted for loading or unloading.

(2) When any portion of the free time extends into a Saturday, Sunday, or holiday, the computation of free time will resume at 12:01 a.m. on the next day which is neither a Saturday, Sunday, or holiday.

(3) Free time shall not begin on a Saturday, Sunday, or holiday, but at 8:00 a.m. on the next day which is not a Saturday, Sunday, or holiday.

b. When a trailer is both unloaded and reloaded, each transaction will be treated independently of the other.

c. Detention will end when consignor or consignee notifies carrier by telephone that loading or unloading has been completed and that the trailer is available for pickup.

(1) After loading/unloading has been completed and the carrier has been notified, carrier must connect and pull its equipment in a timely manner. Carrier's equipment is considered released after carrier has been notified by the consignor/consignee.

(2) If loading/unloading has not extended beyond the free time, but the carrier has failed to connect and move its equipment in a timely manner after being notified by the consignor or consignee, neither consignor nor consignee will be subject to any detention charges.

d. Charges for detention of vehicles without power units will be:

(1) For each of the first and second 24-hour periods, or fraction thereof, that vehicle is detained beyond the allowable free time, the charge will be DET(1) \$ _____ per 24-hour day or fraction thereof.

(2) For each of the third and fourth 24-hour periods, or fraction thereof, that vehicle is detained beyond the allowable free time, the charge will be DET(2) \$ _____ per 24-hour day or fraction thereof.

(3) For the fifth and each succeeding 24-hour period, or fraction thereof, that vehicle is detained beyond the allowable free time, the charge will be DET(3) \$ _____ per 24-hour day or fraction thereof.

* See *ITEM 402*.

NOTE 1 : Not applicable to vehicles held under ITEM 210, ADVANCE LOADING SERVICE.

NOTE 2: See ITEM 200, ACCESSORIAL SERVICES REQUESTED BY CONSIGNEE/CONSIGNOR.

ITEM 270 (C3)**EXPEDITED SERVICE (EXP*)**

1. Expedited Service consists of the immediate dispatch of a shipment in continuous line-haul service within legal parameters, to meet the delivery schedule required by the consignor or consignee.

2. To request EXP, Shipper must annotate the BL accordingly. Notations such as "RDD" (Required Delivery Date) or "DD" (Delivery Date) will not be interpreted as a request for Expedited Service.

3. Where line-haul rates are quoted in dollars and cents per hundredweight, the charge will be the applicable line-haul rate at the highest minimum weight, or actual weight if greater, and the resultant charge increased 20 percent. Where line-haul rates are quoted in dollars and cents per mile or per vehicle used, the charge will be assessed at the line-haul rate plus 20 percent in addition to all other applicable charges.

4. If the carrier fails to meet the RDD/DD specified on the bill of lading, the carrier will be entitled to the applicable line-haul charges only.

* *See ITEM 402.*

ITEM 275**HOLIDAYS**

Where reference is made in this publication to the term "holidays," it will embrace the following: New Year's Day; Martin Luther King Day; Presidents' Day; Memorial Day; Independence Day; Labor Day; Columbus Day; Veterans' Day; Thanksgiving Day; and Christmas Day.

ITEM 280**HOSE (EDD/EDO/HOS/HOX*)**

1. When extra hose (other than Chem-Solv, Stainless Steel, Teflon (fluorocarbon), or Vitron (fluoroelastomer)) is required or requested by consignor to effect either pickup and/or delivery of a single shipment, carrier will provide either 2- or 3-inch hose (not both), inside diameter, if available, subject to the following conditions and charges:

a. Footage of extra hose will be computed as follows:

(1) The distance from the consignor's discharge point to carrier vehicle intake point exceeding 36 feet, or

(2) The distance from the point of discharge of the carrier vehicle to consignee's intake point exceeding 36 feet, whichever is greater.

b. All extra footage of hose described in paragraph 1 above, when provided, will be subject to the following charges:

HOS(1) \$_____ per foot, subject to a minimum charge of HOS(2) \$_____.

* See ITEM 402.

2. All footage of Chem-Solv, Stainless Steel, Teflon (fluorocarbon), or Vitron (fluoroelastomer) hose required or requested by consignor and/or consignee to effect either pickup and/or delivery of a single shipment, either 2- or 3-inch hose (not both), inside diameter, will be provided, if available, subject to the following conditions and charges:

a. Footage requirements will be computed as follows:

(1) The distance from the consignor's discharge point to carrier vehicle intake point, or

(2) The distance from the point of discharge of carrier vehicle to consignee's intake point, whichever is greater.

b. All footage of hose described in paragraph 2 above, when provided, whether used or not, will be subject to the following charges:

HOX(1) \$_____ per foot, subject to a minimum charge of HOX(2) \$_____.

3. When it is necessary for the carrier to dispatch a service truck either to origin or destination in order to provide extra hose, the following additional charges will apply:

a. EDO(1) \$_____ per mile, or fraction thereof, from the terminal to origin and return to the terminal, subject to a minimum charge of EDO(2) \$_____.

b. EDD(1) \$_____ per mile, or fraction thereof, from the terminal to destination and return to the terminal, subject to a minimum charge of EDD(2) \$_____.

c. In addition, carrier will annotate BL with the terminal, origin, and destination SPLCs, as applicable, to verify mileage.

d. Driver of the service truck will, if requested by the consignor or consignee, assist in stringing, connecting, disconnecting, and picking up the hose.

4. Mileage will be determined according to the governing mileage guide. (See ITEM 50, GOVERNING PUBLICATIONS, NOTE.)

ITEM 285 (C2)**INADVERTENCE RULE**

Tenders inadvertently accepted and distributed by SDDC which are later found to be not in compliance with DOD tender filing instructions, or the applicable SDDC rules and/or rate publication, are subject to immediate removal. The issuing carrier will be advised when tenders are removed under these circumstances.

ITEM 290**INSURANCE - CARGO/LIABILITY**

Motor carriers submitting tenders for the movement of bulk liquid commodity military shipments in tank truck service are expected to provide adequate insurance for the commodities covered in their tenders. Under the SDDC Carrier Qualification Program, motor tank truck carriers are required to maintain a minimum of \$25,000 cargo insurance and \$1 million liability for Government freight (see 32 CFR 619). The schedule of limits, as provided in 49 CFR 387.9, is stated below. Self-insurance will not be accepted.

TYPE OF CARRIAGE	COMMODITY TRANSPORTED	PUBLIC LIABILITY
*a. For hire (in interstate or foreign commerce)	Property (nonhazardous)	\$750,000
*b. For hire and private (in interstate, foreign, or intrastate commerce)	Hazardous substances, as defined in 49 CFR 171.8, transported in cargo tanks, portable tanks, or hopper-type vehicles with capacities in excess of 3,500 water gallons; or in bulk Class 1, Division 1.1, 1.2, and 1.3 explosives, poison gas (Class 2, Division 2.3), liquefied compressed gas or compressed gas; or highway route controlled quantity radioactive materials as defined in 49 CFR 173.403.	\$5,000,000
*c. For hire and private (in interstate or foreign commerce in any quantity) or (in interstate commerce in bulk only)	Oil listed in 49 CFR 172.101; hazardous waste, hazardous materials, and hazardous substances defined in 49 CFR 171.8 and listed in 49 CFR 172.101, but not mentioned in a. above or d. below	\$1,000,000
**d. For-hire and private (in interstate or foreign commerce)	Any quantity of Class 1, Division 1.1, 1.2, and 1.3 explosives; any quantity of poison gas (Class 2, Division 2.3); or highway route controlled quantity radioactive materials as defined in 49 CFR 173.403.	\$5,000,000

*Vehicles with a gross vehicle weight rating of 10,000 pounds or more

** Vehicles with a gross vehicle weight rating of less than 10,000 pounds

ITEM 300**MAXIMUM CHARGE**

Subject to the provisions of ITEM 20, ALTERNATION OF RATES, in no case shall the charge for any shipment from and to the same point, via the same route of movement, be greater than the charge for a greater quantity of the same commodity in the same shipping form at the rate and minimum gallons applicable to such greater quantity.

ITEM 305**MINIMUM LOADS/GALLONS**

1. Except as provided in paragraph 4, if carrier is unable to furnish a vehicle of the size and type requested by the consignor and the vehicle furnished is of such size that when loaded to capacity the total gallons loaded is less than the minimum gallons stated in carrier's tender, the minimum shall be the actual number of gallons loaded, but not less than the capacity of the vehicle furnished.
2. When, at consignor's request, the quantity transported is less than the minimum gallons stated in carrier's tender, the minimum shall apply regardless of the capacity of the vehicle furnished.
3. When Federal, state, or municipal laws, (except regulations and/or specifications of the New York City Fire Department), limit gross weight of the vehicle to prohibit the loading of the minimum gallons stated in the carrier's tender, the minimum which will apply shall be the number of gallons which can be legally loaded under such laws.
4. When carrier, for carrier's convenience, furnishes a vehicle of greater capacity or type than ordered or required by the consignor, the minimum gallons stated in carrier's tender will apply, regardless of the capacity or type of vehicle furnished.

ITEM 310**PICKUP AND DELIVERY** (see NOTE)

1. The line-haul rates and charges named in carrier's tender shall include one pickup at origin and one delivery at destination. Additional pickups and deliveries, at origin, in transit, or at destination, may be subject to additional carrier charges. See ITEMS 350, SPLIT PICKUP OR DELIVERY, and 355, STOP-OFF IN TRANSIT.
2. Pumping service will be performed by the consignor and consignee. Except on dropped tank trailers, the carrier's driver may assist the consignor or consignee upon request. If carrier pumping service is requested by the consignor or consignee, it may be provided by the carrier, subject to the provisions of ITEM 325, PUMPING SERVICE.
3. Pickup and delivery shall be performed by the carrier during the normal weekday business hours of the consignor and the consignee.

NOTE: See ITEM 315, PICKUP AND DELIVERY AT OTHER THAN NORMAL BUSINESS HOURS.

ITEM 315**PICKUP AND DELIVERY AT OTHER THAN NORMAL BUSINESS HOURS**
(HOL/PUD/SAT*) (See NOTE)

1. When the consignor or consignee requests pickup or delivery service on normal business days before or after normal business hours or on Saturdays, Sundays, or holidays, the carrier will provide the service, subject to the following charges:
 - a. Charge for pickup or delivery service before or after normal weekday business hours of the consignor or consignee will be PUD(1) \$_____ per hour or fraction thereof for each driver furnished, subject to a minimum charge of PUD(2) \$_____ per driver furnished. Carrier should confirm normal business hours with the consignor/consignee.
 - b. Charge for pickup or delivery service on Saturday will be SAT(1) \$_____ per hour or fraction thereof for each driver furnished, subject to a minimum charge of SAT(2) \$_____ per driver furnished.

c. Charge for pickup or delivery service on Sundays or holidays will be HOL(1) \$_____ per hour or fraction thereof for each driver furnished, subject to a minimum charge of HOL(2) \$_____ per driver furnished.

2. Time will be computed from the time driver(s) arrive at the point of pickup or delivery until completion of loading/unloading and the consignor/consignee releases the driver(s).

3. Consignor or consignee must clearly annotate on the BL the request for pickup or delivery before or after normal weekday business hours or on Saturdays, Sundays, or holidays; and furnish the carrier at least two hours' advance notice.

* See ITEM 402.

NOTE See ITEM 200, ACCESSORIAL SERVICES REQUESTED BY CONSIGNEE/CONSIGNOR.

ITEM 320

PREARRANGED SCHEDULING OF VEHICLE ARRIVAL

1. Upon request of consignor, consignee, or others designated by them, a carrier may, without additional charge, prearrange schedules for arrival of vehicles for pumping service, subject to detention provisions in ITEMS 260 and 265 and the following requirements and conditions:

a. Request for prearranged scheduling may be oral or in writing.

b. Prearranged schedules for arrival of vehicle for pumping service may be on a one time or continuous basis mutually agreeable to all parties. Continuous prearranged scheduling agreements may be terminated by any party to the agreement on not less than 24 hours' notice prior to the effective date of such cancellation.

2. The schedule time for arrival of vehicle for pumping service should be prior to the time storage charges would begin to accrue. If arrival time for pumping service is not so scheduled, storage charges will be assessed as provided in ITEM 360, STORAGE.

3. If carrier's vehicle arrives prior to the scheduled time, free time shall begin to run from the scheduled time or actual time pumping service commences, whichever is earlier.

NOTE: The term "vehicle" includes tank trailers which are dropped or spotted for pumping service, or tractor-trailer combinations.

ITEM 325

PUMPING SERVICE (PAJ*)

Except as otherwise provided, the rates in carriers' tenders are applicable only when pumping is performed by the consignor and consignee. If carrier is required to perform the pumping service unassisted by consignor or consignee, a pumping equipment charge of PAJ(1) \$_____ per gallon will apply, subject to a minimum charge of PAJ(2) \$_____ per shipment.

a. Charges will be based on actual gallons pumped.

b. Consignor and/or consignee requesting the pumping service shall provide certification that the service was performed.

* See ITEM 402.

ITEM 330 (C2)

RECONSIGNMENT/DIVERSION (RCC*)

Carrier will provide reconsignment or diversion service for DOD shipments upon written or oral request confirmed in writing or by fax transmission, subject to the following:

a. The terms "reconsignment" and "diversion" are considered to be synonymous, and the use of either will be considered to mean:

- (1) A change in the name of the consignee within the original destination point;
- (2) A change in the place of delivery within the original destination point;
- (3) A change in the original destination point; or
- (4) A change in the route or other instructions that require a change in billing or an additional movement of the shipment.

b. Conditions.

(1) Carriers will make a diligent effort to execute a request for reconsignment, but will not be responsible if such service is not effected.

(2) Only entire shipments, not portions of shipments, may be reconsigned.

c. Charges. For performing reconsignment/diversion service, the charge will be RCC(1) \$_____ per shipment. When the performance of this service involves a change in the original destination point, this charge will be in addition to the applicable published tender line-haul rates from the original origin point to the reconsignment point, and from the reconsignment point to the new destination. If carrier does not have an applicable tender line-haul rate, tender rates will be negotiated between the carrier and SDDC prior to the submission of carrier's voucher for payment of freight charges.

* See ITEM 402.

ITEM 335**REDELIVERY (RCL*)** (See Note 1)

1. When a shipment is tendered for delivery and through no fault of the consignee such delivery cannot be accomplished, no further tender will be made except upon request.

2. Carrier will notify Defense Fuel Region Transportation Officer (TO), not later than the next business day after the day delivery was attempted, that the shipment is on hand and arrange for a mutually agreeable redelivery date. Notification will be made by telephone, where practicable, or otherwise by fax. The appropriate DFR TO will be notified immediately when delivery cannot be accomplished or the HQ DFSC Emergency Operations Center if the TO is inaccessible (see NOTE 2). If redelivery is not accomplished or if forwarding instructions are not furnished carrier within 24 hours of notification that the shipment is on hand, the shipment will be subject to storage charges in ITEM 360, STORAGE.

3. When authorized by consignee, the charge for redelivery shall be RCL(1) \$ ____ per mile from carrier's nearest terminal to consignee's premises, subject to a minimum charge of RCL(2) \$_____ per shipment. In order to verify mileage from carrier's nearest terminal to the consignee's premises, the carrier will identify the appropriate origin and destination SPLC numbers on the BL. When the carrier's terminal is within the same SPLC area as the consignee's premises, the minimum charge in RCL(2) will apply.

4. When instructions are furnished to the carrier ordering return of the shipment to consignor at original point of origin, carrier will assess the line-haul rate applicable to the original inbound movement or the applicable tender rate for the return movement, whichever is lower. Carrier shall obtain a properly executed BL from the party ordering the return movement.

* See ITEM 402.

NOTE 1: Installations incurring charges under this item will be billed direct (see ITEM 200 ACCESSORIAL SERVICES REQUESTED BY CONSIGNEE/CONSIGNOR).

NOTE 2:

Defense Fuel Region Transportation Officers	Telephone
Central (St. Louis, MO)	314-263-8790
Northeast (McGuire AFB, NJ)	609-562-2074
South (Houston, TX)	713-750-1883
West (San Pedro, CA)	310-335-3090
HQ DFSC, Emergency Supply Operations Center (Alexandria, VA)	703-274-8105

ITEM 340**RETURNED/REJECTED SHIPMENTS**

1. Except as otherwise provided, if for reasons not ascribable to the carrier, a shipment is rejected wholly or in part by the consignee at the time of tender of delivery at destination, it, or the part returned by the consignee should be returned to the point of origin upon order of the shipper. The rate for return movement of rejected shipments will be the same rate in effect on the date of the return movement from original origin to the original destination. Charges will be based on the actual amount of product returned, subject to a minimum of one-half the minimum load of product returned.

2. Time waiting for orders under this rule will be considered part of the unloading time, and detention charges will be assessed as provided (see ITEMS 260 and 265).

ITEM 345**SEALING OF TANK VEHICLES**

The consignor shall have the right to apply locks and/or seals to all loading hatches and valves, to protect the integrity of the shipment, and record the numbers of the locks and/or seals in the block provided on the BL, without added charge by the carrier.

ITEM 350**SPLIT PICKUP OR DELIVERY (SPU*)**

When the carrier is required to pickup or deliver part of a single shipment at more than one location at the point of origin or destination, the charge for each pickup and/or delivery, excluding the initial pickup and final delivery, shall be SPU(1) \$_____.

* See ITEM 402

ITEM 355 (C2)**STOP-OFF IN TRANSIT (SOC*)**

Carriers will provide stop-off in transit service to complete loading or to partially unload DOD shipments, subject to the following conditions and charges:

a. Conditions.

(1) Stop-off service will be accorded only when such service is specifically requested on the bill of lading by the consignor.

(2) Shipments may be stopped in transit at not more than three points intermediate between the origin and destination points for the purpose of completing loading and/or partially unloading.

b. Charges.

(1) Line-haul.

(a) When rates are based on gallons only, Rate Qualifier "PG," the line-haul charges in Section D or Tables B, in Section E of SDDC Form 364-R will be based on the total actual gallons or minimum gallons, whichever is greater, applying from point of origin to final destination, subject to an excess mileage charge in paragraph b(1)(c) below for out-of-route mileage.

(b) When rates are based on both gallons and distance, Rate Qualifier "PY," the line-haul charges will be based on the actual gallons or minimum gallons, whichever is greater, and the short-route mileage, determined by the use of the governing mileage guide, from point of origin via the stop-off point(s) to final destination.

(c) When line-haul charges are determined under paragraph b(1)(a) and (b) above and the short-route mileage from point of origin via the stop-off point(s) exceeds the direct short-route mileage from origin to destination, determined by use of the governing mileage guide, all excess mileage will be subject to an added charge of SOC(1) \$ ____ per mile, in addition to all other transportation charges. (See ITEM 50 NOTE.)

(d) All line-haul rates are subject to ITEM 60, ALTERNATION OF RATES - DOD TENDERS.

(2) Stop-off. The charge for stop-off service will be SOC(2) \$ ____ for each stop, excluding the initial pickup and the final delivery, in addition to all other transportation charges.

* See ITEM 402

ITEM 360**STORAGE (SRG*)** (see NOTES 1 and 2)

Tank vehicle shipments held in carrier's possession by reason of an act or omission of the consignor, consignee, or owner, or for inspection, or any reason not the fault of the carrier, will be considered to be stored and will be subject to the following conditions and charges.

a. Conditions.

(1) Storage charges on shipments in carrier's possession awaiting line haul transportation will begin at 8:00 a.m. the day after the freight is received by the carrier.

(2) Storage charges on the undelivered shipment will begin on the first business day after notice of arrival is provided, except that no charges under this item will be made when actual delivery is accomplished within 24 hours after such notice of arrival has been given.

(3) No storage charges will be assessed when delivery cannot be accomplished due to riots, acts of God, the public enemy, the authority of law, the existence of violence or such possible disturbance as may tend to create reasonable apprehension of danger to persons or property.

(4) Storage charges under this item will end when carrier is enabled to deliver or transport the shipment as a result of action taken by the consignor, consignee, owner, or customs official.

(5) DOD shipments cannot be sold by carrier to satisfy storage or other transportation charges nor be placed in a public warehouse.

b. Charge. Shipments stored in the carrier's possession after free time has expired will be subject to a charge of SRG(1) \$ ____ per day per tank vehicle.

* See ITEM 402.

NOTE 1: See ITEM 200, ACCESSORIAL SERVICES REQUESTED BY CONSIGNEE/CONSIGNOR.

NOTE 2: Not applicable on vehicles held under ITEM 210, ADVANCE LOADING SERVICE.

ITEM 365 (C2)**TRIP LEASING OF EQUIPMENT**

Trip-leasing of equipment for movement of DOD cargo is authorized. However, trip-leasing will be allowed only when all carriers involved in a trip-lease arrangement are approved under the SDDC Carrier Qualification Program. Carriers which fail to execute proper leases in accordance with Title 49, Code of Federal Regulations 1057, subsequent to allocation of traffic, will be considered as providing improper and inadequate equipment; and this can result in nonuse or disqualification by SDDC or the shipping activity. Carrier agrees to have in its possession an original copy of the lease agreement signed by both the leased carrier and the authorized carrier.

ITEM 370**VEHICLES FURNISHED BUT NOT USED (VFN*)** (See Note)

1. When a carrier, upon consignor's request, furnishes a tank vehicle for loading, and through no fault of the carrier the consignor cancels loading of the vehicle, the carrier will be entitled to a charge of VFN(1) \$ _____ per mile for each vehicle furnished and not used, from point of dispatch to the scheduled loading point and return to the point of dispatch or subsequent loading point, whichever is closer. Carrier must identify the point of dispatch and applicable SPLC code numbers.
2. In lieu of the charges in paragraph 1, carrier may establish a flat charge of VFN(2) \$ _____ for each tank vehicle furnished and not used. If a flat charge is elected by carrier, VFN(1) will not be completed.
3. These charges will not apply when a tank vehicle is rejected by the consignor under the provisions of ITEM 230, CARRIER EQUIPMENT, or when carrier received notice of cancellation prior to actual dispatch of vehicle from carrier's terminal.
4. Claim for collection of charges under this item shall be forwarded to the transportation officer ordering the equipment.
5. When pickup carrier is inbound with a loaded tank trailer which is scheduled for outbound loading from the same installation and consignor cancels loading of the vehicle, no charge will be assessed under paragraph 1 or 2 above.

* See ITEM 402.

NOTE: See ITEM 200, ACCESSORIAL SERVICES REQUESTED BY CONSIGNEE/CONSIGNOR.

ITEM 375**WATERFRONT DELIVERY (WDS*)**

1. When a carrier makes deliveries to ships, boats or crafts, a charge of WDS(1) \$ _____ per hour or fraction thereof will be assessed, in addition to all other legal charges, subject to a minimum of WDS(2) _____ hours.
2. Time for computing hourly charges will commence when the driver advises a responsible representative of the consignee at the delivery site that the vehicle is available for unloading. Time will cease when the driver completes the delivery and is released by the consignee. Multiple deliveries within the same DOD installation or port terminal will be considered as one delivery. Time for computing charges will commence as above and will cease when the driver completes the last delivery of the day and is released by the consignee. All chargeable hours will be annotated on the carrier's delivery ticket by the consignee.

* See ITEM 402.

ITEM 380**WEIGHT LIMITATIONS**

It shall be the responsibility of the carrier to inform the consignor of the weight limitations imposed by any state or municipality through which the shipment will be transported from origin to final destination and to assure that the weight of the lading on any vehicle loaded by or for the Government does not exceed these limitations.

SECTION 3

EXPLANATION OF ABBREVIATIONS, DEFINITIONS,

AND REFERENCE MARKS

ITEM 400 (C2)**ABBREVIATIONS**

ANSI	American National Standards Institute
BL	Bill of Lading
CFR	Code of Federal Regulations
CONUS	Continental United States
DD	Delivery Date
DFAS	Defense Finance & Accounting Service
DFR	Defense Fuel Region
DFSC	Defense Fuel Supply Center
DOD	Department of Defense
DOT	Department of Transportation
SDDC	Surface Deployment & Distribution Command
GBL	Government Bill of Lading
HQSDDC	Headquarters Military Traffic Management Command
ICC	Interstate Commerce Commission
MFTRP	SDDC Freight Traffic Rules Publication
MT Form	Military Traffic Management Command Form
SDDC	Military Traffic Management Command
SDDCR	Military Traffic Management Command Regulation
NMFC	National Motor Freight Classification
OMCS	Office of Motor Carrier Safety
RDD	Required Delivery Date
SPLC	Standard Point Location Code
SF	Standard Form
TDRS	Transportation Discrepancy Report Service
TO	Transportation Office/Officer
USC	United States Code

ITEM 402 (C2)CODES FOR ACCESSORIAL SERVICES

ANSI Codes Effective Feb 1, 1996	DOD Codes Prior to Jan 31, 1996	
045	AC	Advancing Charges
ADL (Consignor)	LC (Shipper/ Consignee)	Advance Loading Service
CLN	CL	Cleaning
CTR	(None)	Circuitous Routing
DEP	DP	Detention: Vehicles with Power Units
DET	DW	Detention: Vehicles without Power Units
EDD	EH	Hose: at Destination
EDI	EDI	Electronic Data Interchange
EDO	EH	Hose: at Origin
EXP	EX	Expedited Service
HOL	PD	Pickup/Delivery on Sunday/Holiday
HOS	EH	Hose: over 36 feet
HOX	EH	Hose: special type
PAJ	PE	Pumping Service
PUD	PD	Pickup/Delivery on Weekdays Before or After Normal Business Hours
RCC	RC	Reconsignment/Diversion
RCL	RD	Redelivery
SAT	PD	Pickup/Delivery on Saturday
SOC	SO	Stop-off
SPA (Consignor)	AL (Shipper/ Consignee)	Allowances
SPU	SP	Split Pickup/Delivery
SRG	SG	Storage
VFN	VF	Vehicles Furnished but Not Used
WDS	WD	Waterfront Delivery

ITEM 405**DEFINITIONS**

CONTINENTAL UNITED STATES (CONUS) - United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

DELIVERY DATE (DD) - DD Specific date by which the carrier should accomplish delivery of a shipment at the CONUS destination or CONUS air/water terminal.

RELEASED VALUATION RATE/RELEASED VALUE RATE - Rate applied subject to limiting the carrier liability for loss and/or damage to a shipment.

SHIPMENT - Quantity of cargo which one consignor at one location on one day tenders on one bill of lading for delivery to one consignee at one destination.

TRIP LEASE - Lease of less than 30 days' duration.